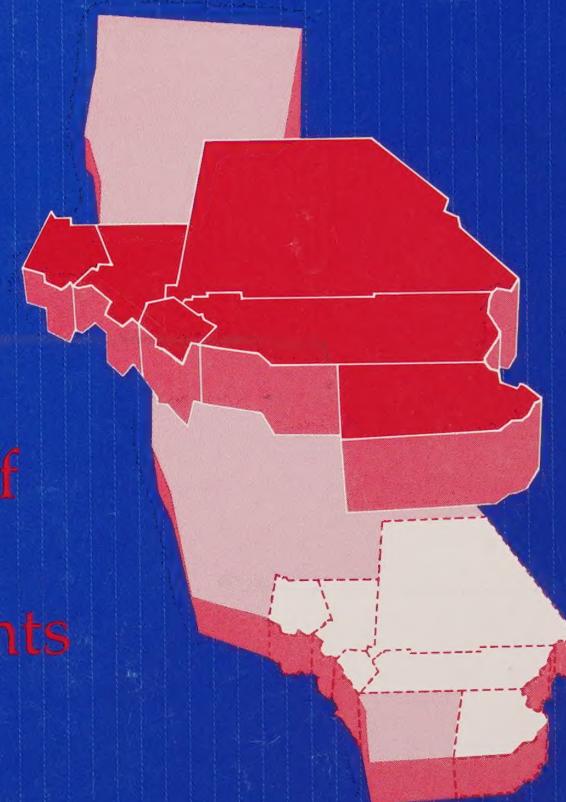


The
Southern
California
Association of
Governments



- History
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HISTORY

The Southern California Association of Governments (SCAG) is a voluntary organization of six counties and 175 cities, acting in concert to guide the growth and development of their region.

SCAG was established in October 1965 by the cities and counties of Southern California after nearly three years of effort, which began at a meeting of the Southern California Regional Association of Supervisors and eventually involved contributions from the League of California Cities, the State Legislature, and many other parties and groups.

The driving force behind SCAG's founding was the need to approach the planning of large-scale systems on a regional, rather than local, basis, and to keep that planning authority in the hands of local governments rather than surrender it to the state. The Association also gave local jurisdictions the means to deal with state and federal governments in a united way.

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DESCRIPTION

The Southern California Association of Governments is an agency whose purpose is regional planning and coordination. It is not another level of government, but is, rather, the means by which local governments work in concert to solve problems that transcend political boundaries.

Southern California's major systems -- its air basins and transportation network, its labor force and economic development, its water supply and housing markets -- cross city and county boundaries. Within the region, an action taken in one place has effects elsewhere, in other jurisdictions. For example, industry in the western counties can cause smog in the eastern counties because of the prevailing sea breeze, or the site choice of a major employer can cause unexpected patterns of freeway congestion miles from the employer's location. Planning done in isolation can cause widespread and unforeseen consequences.

Not only are our systems regional, with local causes having consequences in distant localities; the various systems interact with each other as well. For example, the location of jobs and housing affects traffic flow and air quality. Because the most affordable housing is in the inland counties, and most major employers are located in the seaboard counties, commuting employees stream across the region in a grueling, twice-daily marathon of congestion, fuel waste, and air pollution.

The interactive nature of our systems creates interlinked problems, which cannot be resolved by addressing single pieces of the problem -- such as air quality -- separately. Neither can any one city or county solve a problem that is created by the complex interactions of *all* the cities and counties. Thus the need for planning that looks at the entire organism of Southern California, that examines the interrelationship of the parts, and that identifies the root causes of widespread problems.

Comprehensive solutions must recognize the linkages between issues, and solutions must extend across jurisdictional lines -- just as the causes of the problems do. The local governments that compose SCAG are the mechanism for identifying current and future regional problems, and for implementing regionwide solutions, which are synthesized from alternative courses of action developed through the planning and policy committees at SCAG.

The mission of SCAG is to develop a vision for Southern California, and to broker the resources necessary to achieve it.

"

'Broker' is a broad term encompassing many actions: we convene forces, we allocate resources, we mediate problems. The word also implies that we find tradeoffs among policies, tradeoffs among programs, tradeoffs among the various interests so that there is a sense of a community goal and vision. 'Resources' means more than dollars: it also means organizations and community leadership. SCAG is not meant to be a regional implementing agency or a regulating agency; rather, with its partners (the Regional Advisory Council and the Regional Institute of Southern California), it is a co-creator of the vision of the future, a broker of community resources.

"

Mark Pisano

ROLES AND AUTHORITIES

SCAG is a Council of Governments and a regional planning agency, established pursuant to the State of California Joint Exercise of Powers authority. It has a number of roles and responsibilities mandated at the state and federal levels. Some of these responsibilities are noted below:

SCAG is the region's **Metropolitan Planning Organization**, authorized to maintain a continuous, comprehensive, and coordinated transportation planning process pursuant to 23 USC 134 (Federal Highway Act of 1962, as amended); 49 USC 1601 *et. seq.* (Urban Mass Transportation Act of 1964, as amended); 23 CFR Part 450; and 49 CFR Part 613.

SCAG is the authorized regional agency for **Intergovernmental Review of Federal Programs** proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review).

SCAG is the authorized **Areawide Waste Treatment Planning Agency** for the U.S. Environmental Protection Agency, pursuant to 33 USC 1288 (Section 208 of the Federal Water Pollution Control Act).

SCAG is the region's State-designated **Transportation Planning Agency**, responsible for both the preparation of the regional transportation plan and a transportation improvement program, pursuant to California Government Code 65080.5, Public Utilities Code 130301, and 49 USC 1607.

SCAG is the authorized **Regional Air Quality Planning Agency** responsible for developing the portions of the air management plan relating to demographic projections and integrated land use, housing, employment, and transportation programs, measures, and strategies (Growth Management Plan, Regional Mobility Plan), under California Health and Safety Code 40460 *et. seq.*

SCAG is the authorized agency to analyze and provide **Air Plan Emissions Data** related to SCAG's planning responsibilities, pursuant to California Health and Safety Code 40460.

SCAG is the authorized **Co-Lead Agency** responsible for preparing the air quality non-attainment plan for the South Coast Air Basin, pursuant to 42 USC 7410 (Section 174[a] of the Federal Clean Air Act).

SCAG is the authorized **Regional Solid Waste Management Planning Agency** responsible for developing a regional solid waste management plan, pursuant to 42 USC 6946 (Section 4006, Federal Resource Conservation and Recovery Act), and California Government Code Section 66708.6.

SCAG is the authorized agency responsible for preparation of the **Regional Housing Needs Assessment**, pursuant to California Government Code 65584.

SCAG is the agency responsible for preparing the **Southern California Hazardous Waste Management Plan** (with San Diego Association of Governments and Santa Barbara County/Cities Area Planning Council), pursuant to California Health and Safety Code 25135.3.

SCAG is the authorized agency responsible under the Federal Clean Air Act for determining **Conformity of Projects** to the air plan, pursuant to 42 USC 7506.

Under these and other authorities, SCAG is responsible for the preparation of the following Regional Plans:

Mobility -- Long- and Short-Range Transportation Planning
Air Quality Management (non-stationary sources)
AQMP Non-Stationary Source Implementation Evaluation
Transportation Improvement Program
Regional Aviation Element
Areawide Waste Treatment Management
Regional Housing Needs Assessment

SCAG is also the Designated Recipient of UMTA Transit Operator Grants, and responsible for:
Transportation Development Act Administration
Coordination of High Occupancy Vehicle Project Review
Development of the Regional Transportation Planning Model

SCAG STRUCTURE

Once a year, SCAG holds a **General Assembly** to set its long-range goals. The General Assembly is SCAG's overall governing body, and it is made up of one voting delegate -- an elected official -- from each city and county in the region. (Exception: Los Angeles County has two voting delegates, and the City of Los Angeles has three, because of their very large populations.)

When the goals have been set, SCAG's **Executive Committee** writes policies that will accomplish the goals. The Executive Committee meets once a month. Of its 20 members, all of whom are local elected officials, seven represent the region's six counties (Imperial, Orange, Riverside, San Bernardino, and Ventura counties have one delegate each; Los Angeles County, because of its size, has two.) Each of the six counties has one delegate who speaks for that county's cities. In addition, because of large populations, the City of Los Angeles has three permanent seats on the Executive Committee, and the City of Long Beach has one. Three at-large delegates complete the roster. Each member has an alternate who serves when the member cannot be present.

The policies adopted by the Executive Committee guide the work of SCAG's planning staff. (For example, a policy might state that cleaning up the air will be a priority; this will affect how we plan construction and improvements on the transportation system, and what is done to try to locate jobs near where workers live, to reduce the distances driven to work.) The specific tasks to be performed and the budgetary allocations are the province of the **Overall Work Program Committee**, composed of 11 local government elected officials -- five members of SCAG's Executive Committee and the Chair and Vice Chair of the three standing committees described below.

There are three standing Policy Advisory Committees, one for each of the SCAG planning areas. These committees -- **Transportation/Communications; Community, Economic, and Human Development; and Energy and Environment** -- are made up of elected officials who have a special interest in some area of SCAG's work. They review staff work and provide guidance to staff for further analysis and policy refinement. Only after plans have been examined and approved by the Policy Advisory Committees are they forwarded to the Executive Committee for adoption and action.

The **Transportation and Communications Committee** is the policy advisory committee to the Executive Committee on all regional matters pertaining to the movement of goods and people on land, water, and air, including plans dealing with pipelines, power plants, power and gas transmission, seaports, airports, water and sewage treatment and transmission, and communication systems. The Committee reviews and recommends to the Executive Committee the Regional Mobility Plan, the Transportation Improvement Program, and Transportation Development Act programs. In addition, the Committee reviews and recommends to the Executive Committee all major utility development plans. The Committee addresses the location, size or capacity, timing, and impact of transportation facilities.

This Committee provides recommendations to the Executive Committee on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utility development.

The **Community, Economic and Human Development Committee** provides policy recommendations to the Executive Committee on the subjects of housing, land use, human resource development, economic development, community development, infrastructure, employment, and growth policy. The Committee also advises the Executive Committee on county and regional disaster preparedness issues, including pre- and post-earthquake preparedness planning. Its primary interest is in maintaining the viability of the region's economic structure and assuring that there is a fair and adequate allocation of the region's physical and human resources. The Committee makes recommendations to the Executive Committee on state and federal legislative and administrative proposals affecting development within the region.

This Committee reviews and recommends to the Executive Committee revisions to the Growth Management Plan (the regional forecast policy for population, housing, and employment), Regional Housing Element and Regional Housing Needs Assessment. The Committee also provides recommendations to the Executive Committee to ensure consideration of socio-economic impacts in SCAG's planning programs, including the impacts of immigration on local communities, and such resulting problems as overcrowded housing and the need for services to help these populations.

The **Energy and Environment Committee** acts as the policy advisory committee to the Executive Committee on all regional issues within its scope, including air and water quality, toxic and solid waste management, natural resource conservation, coastal protection, and energy conservation. This Committee reviews and recommends to the Executive Committee revisions to the 208 Areawide Waste Treatment Management and the Air Quality Management Plan. The Committee also reviews local and state plans, and other SCAG plans, for their environmental and energy impacts, as well as local and regional land-use implications of environmental plans.

The Committee provides recommendations to the Executive Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality and resources conservation.

The **Legislative Committee** is a standing committee of local government elected officials appointed by the Executive Committee to review SCAG's legislative program and its proposed legislative positions and to develop recommendations to the Executive Committee in these areas.

Subcommittees

The **Finance Committee**, a subcommittee of the Executive Committee, is responsible for recommendations to the Executive Committee on the annual compensation package for SCAG employees. The **By-Laws and Nominating Committees** are subcommittees of SCAG's General Assembly, responsible for recommending revisions of SCAG's by-laws and nominating local government elected officials for the Executive Committee offices.

Additional and Ad Hoc Advisory Committees (partial listing)

1988 Growth Management Plan Environmental Impact Report
Adopted Water Supply Element
Advisory Network: National Association of Regional Councils/
Ford Foundation Project
Airport Southwest Area Study
Airspace Users Group
Alameda Corridor Task Force
Angeles Pipeline/Outer Continental Shelf
Air Quality Management Plan Working Group
Aviation Technical Advisory Committee
California Councils of Government
City Managers (Member Cities)
City Managers (Nonmember Cities)
Coachella Valley Steering Committee
Coalition 95 Committee
Conformity Wastewater Working Group
Conformity Transportation Working Group
Economic Development Technical Advisory Group
Employer Fare-Subsidy Working Group
Executive Committee
Governmental Relations
Hazardous Waste Management Authority
Hazardous Waste Technical Advisory Committee
High-Occupancy-Vehicle Outreach Committee
I-405 South Working Committee
Los Angeles International Policy Advisory Committee

Leadership Task Force
Legislative Committee
Long Term Finance Task Force
LOSSAN II Advisory Committee
Metropolitan Core PAC
Transportation Modeling Task Force
Overall Work Program Committee
Palmdale/Lancaster PAC
Paratransit Advisory Committee
Planning Directors Committee
Port Hueneme/Oxnard Committee
Private Sector Forum
Public Operators for SCAG Region
Religious Leaders Group
Regional Housing Allocation Needs Committee
Regional Mobility Plan Implementation Committee
Route 91 High-Occupancy-Vehicle Group
San Fernando Valley Area Transportation Study Committee
Santa Clarita Valley Area Transportation Study Committee
Santa Monica Bay Scientific Review Committee
Southeast Los Angeles County Transportation Study Committee
Social Service Transportation Providers Committee
South Bay Area Transportation Study Committee
Transit Advisory Committee
Truck Delivery Task Force
Water Quality Working Group

SCAG's PARTNERS -- the RAC and the RISC

To gain ongoing citizen input to regional plans, SCAG has established the **Regional Advisory Council (RAC)**. This 50-member group is drawn from the private sector. The members represent businesses that have a stake in the region's future, charitable organizations such as United Way, church groups such as the Interreligious Council, educational institutions such as USC and UCLA, as well as public-interest and environmental groups. The members, representing their organizations, speak for some two million of the region's citizens. SCAG's Executive Committee receives community opinion through the Council's recommendations on proposed plans. The Council members also take SCAG's proposals back to their organizations, explaining plans for the region's future to the people they represent through newsletters and other information channels.

RAC organizations:

Sierra Club
California Residents Association
Southern California Business Men's Association
Tri Ethnic Coalition
Fair Housing Congress of Southern California
Home Savings
American Association of University Women
Los Angeles Area Chamber of Commerce
League of Women Voters
South Coast Air Quality Management District
Western States Petroleum Association
Braun & Company
United Way
Automobile Club of Southern California
Associated General Contractors of California
Commuter Computer
Kenneth Leventhal and Company
Inland Action, Inc.
Southern California Gas Company
Los Angeles Urban League

Southern California Broadcasters Association
Joint Council of Teamsters #42
Precision Dynamics Corporation
Catholic Charities
Southern California Water Conference
Inland Empire Economic Council
American Lung Association of Los Angeles County
Interreligious Council of Southern California
Cal State University, Los Angeles
Pat Brown Institute
Asian Pacific Women's Network
Regional Parks Advisory Commission
General Telephone
Orange County Chamber of Commerce
Southern California Edison Company
Southern California Waste Management Forum
Los Angeles Central City Association
Building Industry Association of Southern California
Kaiser Permanente Medical Facilities
Los Angeles County Federation of Labor AFL-CIO

The **Regional Institute of Southern California** (RISC), a nonprofit organization established by SCAG's Executive Committee, has a board of directors composed of public officials and private-sector leaders. Its charge is to investigate issues of importance to the region's future. The Institute provides a forum in which the public and private sectors can propose, examine, and refine solutions for economic and social change.

RISC organizations:

Pacific Triangle Management Corporation
Sunrise Company
Jones, Day, Revis & Pogue
California State University
Ernst & Young
Harbor Developmental Disabilities Foundation
Security Investment/Management Company
The Foothill Group, Inc.
Automobile Club of Southern California
Miranda, Strabala & Associates
A. J. Ventures
Creative Artists Agency
Albert C. Martin & Associates
Industrial Bank of Japan

Matich Corporation
Bank of America
The Irvine Company
University of California
Southern California Edison Company
Cordoba Corporation
Los Angeles County Federation of Labor AFL-CIO
Eastern Group Publications, Inc.
Schillo Financial Corporation
The Stansbury Company
The Lusk Company
DIXCO
KCET-TV
The Archdiocese of Los Angeles

SCAG FUNDING SOURCES

The moneys that fund SCAG's planning program and activities come from a variety of state and federal sources, and dues paid by its local governments membership. In addition, the costs of some data operations are defrayed through the sale of customized data products to the private sector.

In addition, the agency receives ad hoc or one-time-only funding programs. Examples of such funding sources:

The Federal Aviation Agency, Transportation Development Act Administration, State Transportation Discretionary Fund, State Housing and Community Development, State Health Services (*Tanner*), FHWA Minimum Allocation, Federal Emergency Management Administration, Federal Department of Transportation.

SCAG's operating budget, including funds subcontracted to other agencies, is approximately \$13 million annually.

The primary ongoing funding for the planning programs is provided to SCAG as a result of the agency's status as a designated metropolitan and regional planning agency. These funds include two grants from the Federal Department of Transportation, one from the Urban Mass Transit Administration, and one from the Federal Highway Administration. The UMTA funds are allocated on a discretionary basis, the FHWA funds on a population formula.

The State of California provides state general funds to SCAG on a population basis. Also, SCAG receives \$1 million annually for planning under the Transportation Development Act, raised by state sales taxes on gasoline. The Federal and State funds must be used for transportation and transportation-related planning purposes. These funds represent 80-90% of the total annual SCAG revenue base.

Additional funds come to SCAG as a result of special or one-time-only federal, state, and local grants. Into this category fall projects such as Hazardous Waste Plan Development, and the clean-up of Santa Monica Bay. SCAG has received funds from local governments in the region to address specific local and subregional issues, such as the feasibility of hauling waste from the San Gabriel Valley by train, the analysis of projected rail patronage on the Long Beach/Los Angeles light-rail line, and the development of a transportation planning model for the City of Thousand Oaks.

SCAG's General Fund consists primarily of annual dues contributed by SCAG's local government members. The dues are determined on a per-capita basis. The General Fund budgets are approved each year by the SCAG General Assembly. The major part of the dues are used to provide operational support to the SCAG General Assembly and Executive Committee, with a small portion set aside for SCAG's legislative advocacy program.

For Convenient Reference:

APTA	= American Public Transit Association	MOU	= Memorandum of Understanding
ARB	= Air Resources Board (State)	MWD	= Metropolitan Water District
ATAC	= Aviation Technical Advisory Committee	NACO	= National Association of County Officials
AZ	= Analysis Zone	NARC	= National Association of Regional Councils
BLM	= Bureau of Land Management	NEPA	= National Environmental Policy Act
CAC	= Citizens' Advisory Committee	NLC	= National League of Cities
CALCOG	= California Association of Councils of Government	NTIS	= National Technical Information Service
CBD	= Central Business District	OCTC	= Orange Cty. Transportation Commission
CCRC	= California Council of Regional Councils Directors	OPR	= Office of Planning and Research (State)
CCZCC	= California Coastal Zone Conservation Commission	PAC	= Policy Advisory Committee
CEHD	= Community, Economic, and Human Development Committee	PMP	= Parking Management Plan
CEQA	= California Environmental Quality Act	PSTIP	= Proposed State Transportation Improvement Program
CIMO	= Commuter Information/Marketing Organization	PUD	= Planned Unit Development
CNEL	= Community Noise Equivalent Level	RAC	= Regional Advisory Council
COG	= Council of Governments	RFP	= Request For Proposal
CRA	= Community Redevelopment Agency	RISC	= Regional Institute of Southern California
CSAC	= County Supervisors' Assn. of California	RTDP	= Regional Transit Development Program
CTS	= Commuter Transportation Services	RTIP	= Regional Transportation Improvement Program
CVAG	= Coachella Valley Assn. of Governments	RSA	= Regional Statistical Area
DOF	= Department of Finance (State)	RWQCB	= Regional Water Quality Control Board
DOTP	= Division of Transportation Planning	SANBAG	= San Bernardino Associated Governments
DWR	= Department of Water Resources	SANDAG	= San Diego Council of Governments
EEC	= Energy and Environment Committee	SCEPP	= Southern California Earthquake Preparedness Program
E/H	= Elderly and Handicapped	SIP	= State Implementation Plan (Air Quality)
FRA	= Federal Railroad Administration	SMSA	= Standard Metropolitan Statistical Area
HOV	= High Occupancy Vehicle	SRTP	= Short Range Transit Plan
IGA	= Integrated Grant Administration	STIP	= State Transportation Improvement Program
IPA	= Intergovernmental Personnel Act	TCC	= Transportation and Communications Comm.
IPG	= Intermodal Planning Group	TDA	= Transportation Development Act
IVAG	= Imperial Valley Assn. of Governments	TIP	= Transportation Improvement Program
LACAPO	= Los Angeles County Association of Planning Officials	TSM	= Transportation Systems Management
LAFCO	= Local Agency Formation Commission	UMTA	= Urban Mass Transportation Administration
LARTS	= Los Angeles Regional Transportation Study	USGS	= United States Geological Survey
LRT	= Light-Rail Transit	VCTC	= Ventura County Transportation Commission
		VMT	= Vehicle Miles Traveled

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